

REMARKS

Claims 17-36 are in the application. Claims 1-16 have been canceled.

The examiner's indication of allowable subject matter in claims 20, 23, 24, 28 and 33-35 is greatly appreciated. It is presumed that the examiner intended to include claim 30 in the list of allowable claims, since claim 30 is dependent on claim 28. Clarification of the status of claim 30 is requested. Claim 23 has been rewritten in independent form combining the original language of claims 17 and 23. The examiner should note that the language of claim 21, which was rejected, has not been incorporated in amended claim 23. Claim 28 has also been rewritten in independent form combining the original language of claims 17, 25 and 28. The examiner should note that the language of claim 26, which was rejected, has not been incorporated in amended claim 28.

Reconsideration of the rejection of claims 17-19, 21, 22, 25-27 and 29-32 under 35 U.S.C. 103(a) as unpatentable over Rembold in view of Swanson and Stumpf is respectfully requested.

Claim 17 has been amended to further require that the "means for delivering a coolant medium flow including means for controlling the coolant medium flow as a function of the temperature of the high-pressure fuel pump (11) and the critical operating temperature (T_{k1}). In applicants' specification, the means for controlling the coolant medium flow as a function of the temperature of the high-pressure fuel pump (11) and the critical operating temperature (T_{k1}) is control circuit (18). Each of Rembold, Swanson and Stumpf fails to teach or suggest a control circuit for

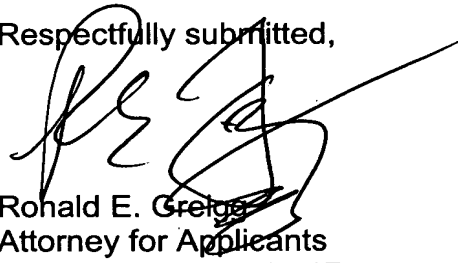
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controlling the coolant medium flow as a function of the temperature of the high-pressure fuel pump (11) and the critical operating temperature (T_{k1}).

To establish prima facie obviousness of a claimed invention, all the claim limitations must be taught or suggested by the prior art. In re Royka, 490 F.2d 981, 180 USPQ 580 (CCPA 1974). Since Rembold, Swanson and Stumpf fail to teach or suggest a control circuit or any other means for controlling the coolant medium flow as a function of the temperature of the high-pressure fuel pump (11) and the critical operating temperature (T_{k1}), claim 17 and claims 19, 21, 22, 25-27, 29, 31 and 32, which depend from claim 17, are not rendered obvious by the combined teachings of Rembold, Swanson and Stumpf.

Entry of the amendment and allowance of the claims are courteously solicited.

Respectfully submitted,



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